



AMERICAN BATTLESHIPS STEAM NORTHWARD

Fifty Thousand Oregonians and Washingtonians Gather On the Coast Heights to See Them—Maneuvering of Vessels One of Beautiful Features of the Great Display

Splendid Marine Parade on the High Seas—Excursions From All Directions—Cloudy Day But No Rain—Spectacle of a Lifetime—Enjoyment Unqualified—Wireless From Sperry

Yesterday was "Battleship Day" in Astoria without any discount at all. By 4 o'clock in the morning the whole city was agog. People were making hurried flights down the hills and along the levels of the city, hunting the open restaurants for the earlier breakfast than they usually knew; and that dispensed, hurrying still again to the waterfront to board the steamers and launches on which they had secured their passage to the various coast points of vantage. And it was a jolly host withal, with jest and joke rampant everywhere and pleasant expectations ahead for all hands.

The Callender pier was the center of departure, so to speak, there being seven of the bay steamers and launches for excursion purposes berthed there. By 5 o'clock, the appointed and tidal hour of departure, the steamers Melville, Wenona, Jordan, Julia B., and the launches Hulda I. and Queen, were soon peopled with their respective quotas and swung away down the bay, instantly followed by the Electro, the Pilot No. 2, the Patrol, and numerous other swift craft, until shortly a line of a dozen or more was headed for the sheltered waters of Ilwaco Bay, and 65 minutes later each and all were snugly docked in the beautiful bight that lies under the frowning heights of Canby, and a thousand excursionists, men, women and children, were soon swarming over the headlands, the ubiquitous lunch basket being the sign and substance everywhere.

Later in the morning the A. & C. special trains to the coast resorts left the city loaded with hundreds of eager passengers bound for all the places between the jetty and Tillamook Head; and the ocean-going craft of the hour pulled out for the deeper waters with still other hundreds, all equipped and anxious for the best possible view and contact with the great white fleet that was due to pass the Columbia bar at high noon.

It was a holiday in Astoria after 10 o'clock in the morning. Practically every business house, bank and public and private office was closed, and the people that remained in the city, sought the lofty points of view at the propitious hour for catching the farther sight of the passing squadrons; nor will it be denied in any quarter that the day was one of real enjoyment to all hands.

Those who choose Fort Canby, McKenzie Head and North Head for their sight-seeing put in the long waiting hours in rambling over the beautiful hills and beaches and inspecting the lighthouses and forts, the weather observatory and the wireless station, and the ever-interesting life-saving station, and in visiting around among the impromptu camps of the day and jolly generally. By 10 o'clock the crowd began to be augmented by the swarms of sightseers from the interior and scores of teams and wagon laden with all manner of good-natured folk and the ever-abounding lunch-basket and the hills and hollows and roads were soon black with visitors. It is estimated that not less than 4000 people congregated on the up-lands from the Canby light to that on North Head.

At 10:30 the smoke of the fleet was picked by the hundreds of glasses that were brought down by the visitors and from that moment the interest in the quest of the day quickened and developed with every mile of nearness of the beautiful ships. The day offered but one drawback, and one only; the sun did not come out and stay out; it was clear the sea was quiet beyond the great barrier of the Columbia and the reefs that flank it on the north and south; but it was murky and dark, and the sunlight was sorely needed to brighten the details of the spectacle in all its stages, from the time the smoke-clouds were noted to the south of Tillamook Head, until the last of the splendid ships swung away into the dim north.

By 11:30 the ships were in plain view, and their progress was marked by the interested thousands all along the coast line. They were seen to veer into the great bight beneath the giant headland of Tillamook, and their passage in there made every soul of the north shore wish he or she had gone to Seaside or Gearhart or Clatsop Beach, or the Jetty, because it was evident they were closer inshore there than they could be on the reaches above the Columbia, and the reports from the Oregon side of the Columbia, later in the day, proved this to be the case, for the ships were within a mile of the great host of watchers in the bight and offered a magnificent view almost in detail.

As they passed out of the bight they strung out in single file and made for the lightship, and then moved in

again toward the Washington shore passing on the landward side of the lightship and about four miles at sea. The spectacle was splendid and inspiring even at that distance, and the long line was reviewed with profound delight and interest as it drew away into the north, and the people lingeringly withdrew from the headlands and made their way back to the waiting home fleet assembled in the quieter waters of the Columbia. The line of ships was divided into four squadrons, as follows:

First—The Connecticut, Kansas, Minnesota and Vermont.

Second—Georgia, Nebraska, New Jersey and Rhode Island.

Third—Louisiana, Virginia, Ohio and Missouri.

Fourth—Wisconsin, Illinois, Kearsarge and Kentucky; with the hospital ship Relief in attendance upon the fleet.

The Roanoke excursion was the most notable of the special ventures of the day. She left port with 515 passengers on board and made splendid connections with the fleet, circling in and out and around the 17 fine fighters in such fashion as gave her people all possible opportunity for close and critical view of each and every vessel. She sighted the fleet at 12:30 just outside the bar and bore down on it at once and got into wireless communication with the flagship Connecticut as she approached the line.

Unfortunately the weather was too rough to permit Admiral Sperry to make good on the proposition that he take lunch on board the big liner, a matter that was seriously regretted by all her passengers, for it had been one of the special attractions of the deep water excursion that the commander-in-chief would board the Roanoke. There was considerable seasickness on board, and the sickest of the Roanoke's crowd rallied long enough to declare his disappointment in the non-appearance of the admiral. The trip was barren of all accidents, save the loss of a hat overboard and even that was not remarked by its sick loser until he got inside the bar again. The crowd was full of fun and the trip was eminently successfully in all ways. A fine moving picture film was captured by Messrs. Fritz, Sutton

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ENTER STRAITS JUAN DE FUCA

PORTLAND, May 21.—The United Wireless Telegraph has received a message from the Atlantic squadron reporting that the battleships entered the Straits Juan De Fuca at 12:30 this morning, with the sea calm and a four-mile wind blowing from the south and raining.

UNINSTRUCTED DELEGATES.

HARRISBURG, May 20.—After one of the hardest fights within the party for several years the democratic state convention here today decided not to instruct its delegates at large to the Denver convention for Bryan. It was clean cut victory for the democratic machine headed by Colonel J. M. Guffey, of Pennsylvania, a member of the national committee. The Bryanites under the leadership of the executive committee of the Bryan democratic league had a large following and they fought to the bitter end. The 64 district delegates who were elected in April and the convention had nothing to do with them in the matter of issuing instructions.

RAYNER'S ENTREATY

Declares His Belief That the Committee on Military Affairs Would Not Report His Resolution During the Present Session of Congress.

WASHINGTON, May 20.—Senator Raynor again today made an appeal to the Senate for a vote on his resolution "Authorizing and requesting" the president to appoint a court in inquiry to investigate the charges against Col. W. F. Stewart, of the coast artillery, stationed at Fort Grant, Arizona.

Raynor declared his belief that the committee on military affairs would not report his resolution during the present session of Congress and asked that a modified resolution which he had prepared be acted upon by the Senate without the intervention of the committee. Objection being made to a further consideration of the resolution it was postponed.

LILLIE CRITICIZED

Connecticut Joined in Voting Against the Resolution by Which the House Adopted the Conclusions of the Committee as Its Own.

WASHINGTON, May 20.—The mittee which have been investigating the charges of Representative Lilley that the members of the house have been improperly influenced in connection with the torpedo boat legislation; that Lilley had violated his obligations as a member and had acted in bad faith with the committee and was in contempt of the house, was sustained by the house by a vote of 157 to 82. Five hours of the session were devoted to his case, four of which were consumed in reading the report. Connecticut joined in voting against the resolution by which the house adopted the conclusions of the committee as its own.

Williams of Mississippi denounced Lilley as being guilty of treason for which he said he should be expelled. It was a noticeable fact that five members of the special committee—Boutwell, Olmstead, Stevens, Broussard and Howard sat together throughout the proceedings and none of them submitted any remarks in connection with the report. A partial conference report on the sundry civil bill occasioned a lively debate. It was adopted and the conferees will continue their efforts to arrive at complete agreements.

HEARTLESS MURDER DONE ON DEEP RIVER YESTERDAY

John McClellan of Nasel Deliberately Shot to Death By Michael Campbell at Wilhelm's Landing

FIVE BULLETS ENTERED THE VICTIM'S BACK

Bad Blood Said to Have Existed Between the Men—Murderer Did Not Even Change Color During the Killing and Coolly Walked to His Nearby Home

SHERIFF AND CORONER OF WAHIAKUM COUNTY NOTIFIED

MURDERED MAN PROMINENT AND RESPECTED CITIZEN OF LOWER COLUMBIA COUNTY—LEAVES WIFE AND SEVERAL CHILDREN—FEELING IN THE DEEP RIVER VALLEY VERY PRONOUNCED ON CHARACTER OF RASH DEED.

Yesterday afternoon at 2:25 o'clock, John M. McClellan, of Nasel, a man of 55 years, and one of the best known and most highly respected citizens of the lower Columbia territory, was deliberately shot to death by Michael Campbell, on the deck of the power launch Lexington, as that vessel approached Wilhelm's Landing on Deep River.

The story, as given by an eyewitness of the tragedy, and a man of unimpeachable character for probity and disinterestedness, is, that Mr. McClellan was standing on the deck of the power launch as it swung into the landing, and noting Michael Campbell on shore, nearby, and approaching the river bank, called out to him a reproachful message about his, Campbell's, having once "lied about me," the exact wording of the call having not been heard clearly by anyone present. To this taunt Campbell and began talking to two friends who stood on either side and very close to him.

Without a word of warning Campbell drew his six-shooter and taking deliberate aim at McClellan's back, fired three shots into him, and his victim fell across the housing of the launch, dying and gasping, sent two more bullets into his body; then coolly replaced his revolver in his pocket, picked up an empty cream can, and leisurely strolled back to his home.

When he fired the shots he was not more than eight feet from his victim, one of the friends of the murdered man being powder-burned from the latter shots. The whole affair did not occupy more than a single minute of time, and was a simple case of sheer and heartless murder according to the

estimate of everyone who saw it. It is said that Campbell did not speak a single word nor change color during the dastardly transaction.

It is said that there has been more or less bad blood between the two men for sometime past; that Campbell once suffered defeat in a law case on the testimony supplied by the dead man, and that on this score Campbell had once, not long ago, had an encounter with McClellan at Nasel, in which he beat the latter pretty badly with his fists; and that this was the ground-work of the desperate tragedy of yesterday.

Word was instantly sent to the authorities at Cathlamet and the sheriff was notified of the murder and left at once for the scene of the crime and no doubt has the murderer in custody at this writing. The body of Mr. McClellan was brought on to this city and delivered into the official care of Coroner W. C. A. Pohl, who will hold it subject to the orders of the authorities of Wahkiakum county, Captain J. W. Babbidge, of the Lexington deeming this to be the most practical way of disposing of a very startling and dubious problem thus thrust upon him, and it is approved on all sides as the only proper thing to have done in the premise. The feeling up and down the river in Washington is very intense and the murder is condemned in unmitigated terms everywhere.

Mr. McClellan leaves a wife and three children upon whom the fearful burden of death falls with crushing force and these bereaved ones have the deepest sympathy of the whole citizenry of that country, besides that of many devoted friends on this side of the Columbia.

SOUTHERN PACIFIC EXPRESS NO. 16 WRECKED AT PINOLE

DISASTER MAY HAVE BEEN CAUSED BY BROKEN RAIL—THE ENGINE, EXPRESS, AND BAG GAGE CAR JUMPED THE TRACK AND TURNED OVER—THREE COACHES LEFT THE RAILS.

OAKLAND, Cal., May 20.—The second section of the Southern Pacific train 16, known as the Oregon express, which left Oakland mole at 8:50 tonight was wrecked at Pinole at 9:40 p. m. One man was killed and four injured.

Express Messenger Cummings, dead. Injured—Fireman Cody; will die. R. J. Ward, engineer; will die.

Express Messenger Birmingham was badly crushed about the waist; may recover.

W. W. Rodehorner, helper on express car; fractured ankle. The wreck is said to have been caused by a broken rail. The engine, express and baggage car jumped the track and turned over. Three passenger coaches left the rails, but remained upright. No passengers were injured.

THE FLEET THAT PASSED

Battleships	Length Feet	Tons	Horse Power	Speed in Knots	Guns	Inch Armor	Officers	Men	Commanding Officers
CONNECTICUT	450	16,000	21,350	18.82	74	10 to 12	41	1080	Capt. Hugo Osterhaus
LOUISIANA	450	16,000	27,350	18.82	74	9 to 12	41	840	Capt. Richard Wainwright
KANSAS	450	16,000	19,757	18.09	74	9 to 12	41	840	Capt. Chas. E. Vreeland
VERMONT	450	16,000	18,249	18.33	74	9 to 12	41	840	Capt. William P. Potter
GEORGIA	435	14,948	25,463	19.26	74	10 to 12	41	840	Capt. Henry M'Crea
VIRGINIA	435	14,948	23,468	19.01	74	10 to 12	41	840	Capt. Seaton Schroeder
NEW JERSEY	435	14,948	23,570	19.18	74	10 to 12	41	840	Capt. H. H. Southerland
RHODE ISLAND	435	14,948	20,607	19.01	74	10 to 12	41	840	Capt. John B. Murdock
MINNESOTA	450	16,000	20,572	18.85	74	9 to 12	41	840	Capt. John Hubbard
OHIO	388	12,300	16,507	17.82	44	11 to 12	35	772	Capt. Charles H. Bartlett
MISSOURI	388	12,300	15,845	18.15	44	11 to 12	35	772	Capt. G. A. Merriam
ILLINOIS	388	11,565	12,899	17.45	44	14 to 16	35	772	Capt. John M. Bowyer
KEARSARGE	368	11,565	11,788	16.82	44	15 to 17	35	772	Capt. Hamilton Hutchins
KENTUCKY	368	11,540	12,179	16.90	52	15 to 17	35	772	Capt. Walter C. Cowles
NEBRASKA	435	14,948	21,911	19.06	74	8 to 18	41	840	Capt. R. F. Nicholson
WISCONSIN	368	11,552	12,452	17.00	46	14 to 15	34	647	